



Daniel W. Lawler was elected mayor of St. Paul over Joseph McKibbin. Lawler was the democratic candidate.

The people of San Francisco gave a great demonstration May 6 to the fleet of American warships.

In the Texas contest over the election of delegates at large to the democratic national convention, the ticket headed by Senator Bailey was chosen.

A Guthrie, Okla., dispatch to the St. Louis Republic, follows: "Governor Haskell today signed the stringent anti-bucket shop bill, drafted by Durant, of the house, and Franklin, of the senate. It is modeled after the Texas law, and absolutely prohibits trading in futures of any sort, including hedging contracts. It does not take effect for ninety days."

A Chicago dispatch says: "In ninety-five cases brought by the government against six railroad companies charging violation of the twenty-eight-hour law for the transportation of cattle, Federal Judge Landis, the judge who imposed the \$29,240,000 Standard Oil fine, imposed fines aggregating \$13,150. The railroads were the Chicago, Rock Island and Pacific, forty-five cases, fined \$6,550; Chicago and Northwestern, twenty-six cases, \$3,600; Illinois Central, nine cases, \$1,100; Chicago, Milwaukee and St. Paul, seven cases, \$950; Atchison, Topeka and Santa Fe, six cases, \$750, and Chicago, Burlington and Quincy, two cases, \$200. The majority of the fines were imposed on pleas of guilty, but in all cases the Chicago and Northwestern pleaded not guilty."

The Indianapolis News prints this interesting story: "Dr. M. R. Combs, one of Terre Haute's best known physicians, is recovering from pneumonia, and the medical fraternity say that his life was saved by heroic treatment, of which there is no record of a like case. A freezing water bath was given him at the moment he was thought to be dying to shock the respiratory centres and thus restore respiration. Cold water baths in cases of fever are frequently administered to lower the temperature, but Dr. Combs' temperature was normal. He was kept in the bath three hours. The death rattle ceased after a short time following the immersion and respiration soon became stronger. The entire staff of Union hospital had been interested and assisted in the fight for his life when, at the critical stage, Dr. Niblack suggested the ice water bath."

Atlanta, Ga., was visited by a great fire May 8. Damage is estimated at \$1,500,000, two solid blocks in the business section of the city being destroyed.

A San Francisco dispatch, under date of May 8, says: "Silver services were presented this afternoon to the battleship Nebraska and the armored cruiser California. Governor Sheldon of Nebraska made the presentation speech on board the Nebraska. The service was accepted by Captain R. F. Nicholson amid the cheers of the officers. At the conclusion of the brief formal speeches, the health of the state and a hearty good luck to the battleship in time of peace or war, were drunk. Governor J. N. Gillette made the presentation speech on the cruiser California and

the service for that ship was accepted by Captain W. L. Cottman, the commander."

A Pittsburg, Pa., dispatch under date of May 7 follows: "William Montgomery, cashier of the Allegheny National bank for twenty years, was arrested today on a charge of embezzling \$429,000 of the bank's funds. He was arraigned before United States Commissioner Lindsay tonight and held for the federal grand jury under a bond of \$50,000, which was furnished. The financial standing of the bank is in no way affected by the defalcation, as it is in a position to bear the loss without embarrassment. The alleged defalcation was discovered and the complaint filed by National Bank Examiner William L. Folds. Soon after the close of banking hours the warrant was issued and the arrest followed."

CAMPBELL-BANNERMAN AND HIS WIFE

Sir Henry Campbell-Bannerman, Prime Minister of Great Britain from Dec. 4, 1905, until April 5 of this year, died on Wednesday, his nearest friends say chiefly because life no longer seemed worth while to him without the wife who had walked by his side from his youth and obscurity until he had reached the ultimate goal of a British statesman's ambition.

The tale is entirely credible to those who have watched from the distance that often gives clearness of mental sight Henry Campbell-Bannerman's career, have judged him by the men of similar character among their acquaintance, and know what such men feel are the really important things of life to them.

His British contemporaries speak much of Henry Campbell-Bannerman's unflinching good humor, and that impossibility of irritating him into hasty speech or action which caused his impatient Irish colleagues at one time to term him "the Scottish sand-bag." To those at a distance his most striking trait of character seemed his steadfastness.

A man who could succeed in representing one constituency for forty years—who through all the ups and downs of his party and the successes and failures of the governments for which it was responsible was always and invariably "the member for Stirling"—must have been one to whom his fellow men who knew him best gave their unchanging confidence. And that sort of confidence is given only to men of whom it is felt, with the conviction of experience, that in the homely phrase of the dwellers by our Western rivers "they will do to tie to."

When he was 24, the younger son of a Scottish laird, not rich as yet and years away from fame, Henry Campbell and Charlotte Bruce agreed to go through life together hand in hand. Wealth came from an uncle who would seem to have foreseen by whom it would be well used. And through all the political vicissitudes of his party and its great leader, Henry Campbell-Bannerman went steadfastly on, Charlotte, his wife, always with him, sharing successes and failures, joy and sorrows—always together.

And in time the steadfast and faithful follower came to be acknowledged leader, and at last upon his shoulders was laid the burden of responsibility for the government, not only of his native country, but also

for the peace, order and welfare of the earth-wide British Empire. It was a great charge—there is but one in the world equal or greater—and we may be sure that amid all the plaudits none was more grateful to Henry Campbell-Bannerman than the proud smile of Charlotte, his wife.

In less than a year she was gone from his side—for the first time in forty-six years. The steadfast man went on—he could not do otherwise—but the joy of life and what made it really worth while had gone with her. He must have felt the truth that an old English poet has sung: The glories of our blood and state
Are shadows, not substantial things;

There is no armor against fate;
Death lays his icy hand on kings;
Scepter and crown
Must tumble down,
And in the dust be equal made
With the poor crooked scythe and spade.

In these days when we hear so much of the troubles of men and their wives—when it sometimes seems as if fidelity had become unknown among the conspicuous—when we are even told that no love of man and woman really endures—it is well that our eyes be turned to some conspicuous example of the everlasting and overwhelming truth that makes all these partial and distorted truths but lies. And we have such an example here, in the steadfast man who felt his honors and the world's applause but ashes and dust, because the wife of his youth was no longer by his side to share them.—Chicago Inter-Ocean.

THE COST OF STEEL

An article on "The Cost and the Profits of Steel Making in the United States" in the last Quarterly Journal of Economics gives some interesting information. The writer says that the United States steel corporation can put down ore at Pittsburg for about \$3 for a ton of ore. The coke and limestone cost less than \$3, while the labor and maintenance charges at the furnace cost \$1. Thus the total cost of production of a ton of iron does not exceed \$8, and yet for many months in 1906 and 1907 the prevailing price of iron was \$20 a ton. That was the price paid by the steel maker who was unable to make his own iron.

The cost of converting pig iron to steel is \$7 a ton in the less efficient plants in some parts of the country, but at Pittsburg it is about \$4. The rolling of rails from ingots costs \$2 in a modern mill. Thus the total cost of a ton of rails is not to exceed \$15. The steel trust could sell at \$16 a ton if it had to, but it demands and gets \$28 a ton.

There is a duty of three-tenths of 1 cent a pound, or \$6.72 a long ton, on steel. Manifestly the United States steel corporation does not stand in need of the protection the duty gives. That corporation can manufacture more cheaply than its American competitors because of its ownership of ore beds and coke ovens and because the labor cost is less in its great plants than in their smaller ones. But even the steel makers with inferior facilities do not need so much protection as is given by the present duty on steel, a duty which contributes to the enormous profits which the steel trust is making. It should not be allowed to force American railroads to pay \$28 a ton for rails when it could make a handsome profit by selling at \$20. In 1906 the steel corporation manufactured 13,500,000 tons of steel ingots and each ton contributed nearly \$12 to the net earnings of the corporation. The steel consumers of the company had to pay excessive prices in order that such a showing might be made.—Chicago Tribune.

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